



## Bicycle & Cycle-Rickshaw Promotion in Delhi for Air Quality Improvement

**Better Air Quality 2008 Workshop**  
Bangkok, November 12-14, 2008

**Nalin Sinha**

Programme Director, ITDP India, New Delhi



### Initiative for Transportation and Development Programmes (ITDP-India)



**Bus Rapid Transit (BRT)**



**Cycling**



**Modern Cycle-Rickshaw**

- Delhi-based NGO engaged in Advocacy for transportation options that are green, sustainable, and equitable.
- Affiliated to New York based Institute for Transportation and Development Policy (ITDP).
- Present Focus on : 1) Bus Rapid Transit (BRT); 2) Cycle Rickshaw; 3) Cycling; and 4) Human-powered Vehicle Development.



## Supporting R&D and Innovation in Human powered vehicle development



1. Solid waste collection & dumping vehicle



2. Tricycle for physically challenged



3. Further improvement in Cycle Rickshaw Design



4. Rural Patient Transportation Vehicle (RPTV)



## ITDP India works closely with:

- PUBLIC
- DECISION MAKERS
- GOVERNMENT DEPARTMENTS AND MINISTRIES
- MUNICIPAL AUTHORITIES
- TRAFFIC POLICE
- MEDIA
- EXPERTS (Traffic & Transportation, Urban Planning, Environment, Road Safety)
- TECHNICAL INSTITUTIONS
- NGOs and Social activists
- UNIVERSITY STUDENTS (interested in innovation, R&D and/or committed to environmental and sustainable development issues)
- CIVIL SOCIETY, Resident Welfare Associations (RWAs) and Trade Organisations



# Why Bicycles & Cycle Rickshaw?



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Pollution Control Board study says children get respiratory problems & high BP from Delhi's air

It's adults who pollute the Capital but children bear the brunt

## Delhi air is not fit for kids

**CHOKED IN CAPITAL**

When it comes to Delhi's notoriously high pollution levels, there is no place that is safe for young children, who have serious physical and mental health hazards each day.

A study of the city's pollution has now established that even parks, which were thought to be safe havens for children, are not safe. Parents of kids in the Capital should be aware that even in parks, there are many cars and other vehicles that pollute the air.

Delhi's air quality is so bad that it is now considered one of the most polluted cities in the world. The city's air is so bad that it is now considered one of the most polluted cities in the world.

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# POLLUTION IS RUINING HEALTH OF DELHI KIDS

**By Nisha**

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## Some real facts

- More than 72 million motor vehicle registered in India. 32% of all motor vehicles. Delhi has over 5.09 million motor vehicles registered by year 2006. Automobile population registered 9-fold growth since year 1981 (561,768 vehicles).
- Rapid growth in personal motor vehicles has also lead to rising demand for petroleum products. We recently witnessed massive surge in global crude oil prices crossing \$145/barrel. India's net oil import bill stood at \$16.8 billion in 2003-04.
- India registered 94,000 fatalities and 465,000 injuries in road accidents in 2005. Delhi witnessed 2049 road fatalities. 935 were Pedestrians (45.49%); 179 Cyclists (8.74%).
- Share of NMT is declining very fast.



### Our Cycling Promotion activities

1. Networking with various government department of Delhi to sensitize about the need of **safe bicycle infrastructure**.
2. Started **Delhi Cycling Club** in Oct 2006 end to popularise cycling amongst the people of Delhi NCR (specially car users) and organize regular bicycle events on various themes. More than 500 people have become members of the Club, who participate in rides on weekends and help in creating awareness on benefits of cycling.
3. Formed an online group "**delhicycling@googlegroup.com**" (Oct'07) to provide a platform for pro cyclists and cycling enthusiast. Around 320 have registered as online group members and participate in regular and useful discussions and information/experience sharing.
4. Started **Heritage Cycling Ride** in Delhi in association with local groups. The program encourages city inhabitants to walk, skate, or use bicycles to enjoy the city and promote non-polluting forms of transportation. Indian Tourism Ministry and Municipal Corporation of Delhi have shown interest to adopt and support this as a regular programme.



### Our Cycling Promotion activities..

5. In December starting 'Delhi Cycling Campaign', a multi-stakeholders campaign to -- gather support for cycling; fight for the rights & safety of Cyclists; and demand from Government and Municipality for better infrastructure and facilities for Bicycle.
6. Planning and working on launching a programme to promote **Safe Cycling and Walking** specially amongst school students.
7. Presently very few groups are seriously engaged in cycling promotion, in Delhi and other Indian cities, but hope to see a lot more organisations/NGOs taking up cycling soon.
8. **Buzz has been created**, the effort now is to keep the good momentum going and to take other related initiatives to ensure that Cycling and NMT becomes priority agenda for Government and Municipality.



## Organizing regular bicycle promotion rides/rallies through Delhi Cycling Club (DCC) since June 2007



**ITDP India**  
Initiative for Transportation & Development Programmes

### PRESS ON DCC EVENTS

### Pedalling for a clean city

Those who love the city are doing their bit to reduce pollution



**pedal pushers**

**delhi**

Senior police officer Kiran Bodi with other cyclists at a rally in Old Delhi to promote the benefits of cycling in view of increasing pollution in Delhi, on Sunday. SNS



**Cycling for health**

Staffers from various Diplomatic Missions and members of Delhi Cycling Club during a ride to promote cycling for a healthy life and cleaner environment on World Health Day in New Delhi on Sunday. PHOTO: v.v. sharma

**The States man, New Delhi 01, October 2007**

### Heritage rally sees 2 hrs and 5 km of purposeful fun

Statesman News Service

**NEW DELHI, Sept. 30** As many as 35 cyclists participated in the heritage bicycle rally organised by the Delhi Cycling Club. It was held in association with the Indian National Trust for Art and Culture Heritage (INTACH) today. The rally sought to promote cycling as a green, pollution-free, healthy and low-cost means of transportation and showcase the rich cultural heritage of Old Delhi at the same time.

The two-hour guided cycling tour was attended by citizens of Delhi, commencing the quality of our heritage areas and historical buildings.

De Kiran Bodi, IPS, also took part with some of her family members and friends and enjoyed the cycling throughout the 5 km heritage cycling route.

The ride started at 7:30 in the morning from the main Lal Temples and terminated at 9:30 a.m. near the Red Fort.

It covered en-route several historical monuments, buildings, streets, eating joints and markets of the Walled City area and was a learning experience for the participants.

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**THE HINDU - MONDAY, AUGUST 25, 2008**

### On a bicycle tour of the Capital's heritage

Staff Reporter

**NEW DELHI:** Taking forward the unique initiative of promoting bicycles as a green, healthy and energy-efficient transport and at the same time helping people learn about Delhi's rich heritage, the Delhi Cycling Club organised the "Heritage Bicycle Ride" in the Capital on Sunday with support from the Initiative for Transportation and Development Programmes.

The places covered included Humayun Tomb, Tomb of Mirza Ghalib, Purana Qila, Nizamuddin Dargah among others.

The famous places covered during the cycling ride are Humayun Tomb, Tomb of Mirza Ghalib, Purana Qila, Tomb of Abul Hasan Ali Nadwi, Nizamuddin Dargah, and others.

Two volunteers trained as heritage tourism guides from Indian National Trust for Art and Culture Heritage Delhi chapter accompanied the group to explain about the history, architecture and significance of these monuments.

Open to all cycling enthusiasts and children aged 12 years and above, the event stood at bringing together all those concerned about environment, health and heritage of our cities.

Apart from five registrations, arrangement for extra bicycles for people who don't have their own bikes had also been made.

The first two heritage bicycle rides were organised by Delhi Cycling Club last year in November and December and last year in Delhi.



**FRIDAY, 20<sup>TH</sup> SEP-2008 MEMBERS OF DELHI CYCLING CLUB HAVE STARTED THE CRITICAL MASS RIDE IN Delhi. Two CMs so far, 3<sup>rd</sup> taking place on 28<sup>th</sup> Nov at Vijay Chowk.**

Times of India 31 Oct. 2008

**Delhiites to go pedalling today to push cycling**

**Delhi:** It's time again for the Delhiites to explore the magic of cycling. To relive the moments of freedom that you had when you learned cycling. While the Delhi critical mass ride to be organised on Friday at 6 pm calls for celebratory cycling, there's definitely a lot more to it.

To be organised from Vijay Chowk, near the Parliament House, the ride aims to send a message about improving conditions for cyclists and encourage more people to take up cycling as a mode of transport. "Cyclists should be given their due respect by other road users. The event is critical for the environment and for promoting cycling as an alternative mode of transport. To make the motorised traffic aware of our existence, it is important for the cycling community to come together," said the member of the Delhi cycling club, Rajesh Kalra.

Attracting environmentalists, fitness freaks, women and children, this is the second Delhi critical mass ride. Speaking on the need to incorporate cycling among important means of transport, Chander Lal, a lawyer who has initiated the movement, said, "While critical mass is an event held in almost all major cities of the world, in Delhi the first event was conducted on 28

September, when over hundred of cyclists gathered together. This is a city choked with traffic congestion, where I can bicycle my way to work at a slow pace and still get there earlier than by an auto rickshaw or car. Another fact is that there is an notion that if you ride a bicycle, either you are too poor or low class to afford a motorbike or car. This is partly because cycling in other countries has a very different user profile than in a city like Delhi."

He said, "We want to ask the town planners and the government to pay attention to the rights of cyclists. From zero pollution to safer streets, quieter neighbourhoods to healthier citizens, bringing cycling to the status of a major means of transport has many benefits."

"One would hardly see women riding bicycles, but gone are the days cycling was a gender-biased sport. Discussing this evolution, Anjali, a housewife and a member of Delhi cyclist club said, "I go grocery shopping on bicycle. Every time I go riding, I get the unwanted stares. Women on bicycles is an unconventional scene. But time has changed. Women as cyclist are coming up in a big way. Even they are joining cycling clubs. The attraction lies in the fact that one can safely maintain fitness."

torajesh@timesgroup.com



**Last Friday of the month? Time to ride through the city**

**DEHRA DUKHRI:** NEW DELHI, SEPTEMBER 20 (ANI) — On the last Friday of every month, the Delhi Cycling Club organises a mass ride to promote cycling as a mode of transport. The ride is held in the city of Delhi, where the government has not provided enough facilities for cyclists. The ride is held every month, and it is a great opportunity for cyclists to meet and talk to each other. The ride is held every month, and it is a great opportunity for cyclists to meet and talk to each other. The ride is held every month, and it is a great opportunity for cyclists to meet and talk to each other.

300 cyclists from all over the world are riding through the city of Delhi on Friday. The ride is held every month, and it is a great opportunity for cyclists to meet and talk to each other. The ride is held every month, and it is a great opportunity for cyclists to meet and talk to each other. The ride is held every month, and it is a great opportunity for cyclists to meet and talk to each other.



**Cycle Rickshaw – a sustainable urban transport solution for shorter distance trips**

**A pedal-powered tricycle designed to transport passengers and goods.**



Cycle rickshaw is an energy-efficient, environmentally-friendly and sturdy vehicle with a carrying capacity of two passengers and a driver.

## Cycle Rickshaw – a sustainable urban transport solution for short distance trips

- A **zero-emission and energy-efficient** vehicle which provides comfortable, safe, low-cost and hassle free transportation.
- A zero pollution, quiet and efficient vehicle which provides comfortable, safe, flexible and economical mode of transportation.
- Ideal for short distance trips. Can compliment & integrate very effectively as a **low-cost feeder service** to public transport system providing point-to-point service.
- Does not cause safety/accident risk in the residential areas/ near schools.
- **Reduces CAR TRIPS and Helps in massive FUEL SAVING** annually in India (bringing down oil import bill of the country substantially). According to our study & estimates, **Cycle Rickshaw saves over 70 million motorised trips everyday in India** (more than 10 million trips in Delhi alone) resulting in huge **REDUCTION of AIR/ NOISE POLLUTION and GREENHOUSE GASES.**
- Saving huge Government investments & PARKING related problems in a lot of Indian cities.
- Uses renewable energy. Pedal driven human effort is four times more efficient than human load and allows three times the walking speed.

## Social, Environmental and Economic contribution of Cycle rickshaws to Indian cities

- The immense contribution of cycle rickshaw, dependent community and Industry over last 50 years in meeting mobility needs of urban India; employment generation; environment; energy-saving; and in Indian economy can not be ruled out.
- Cycle rickshaw industry in India, through largely unorganised, is expected to be over Rs. 4,000 crore.
- Helps in **massive FUEL SAVING** annually in India and brings down the oil import bill of the country substantially.
- According to estimates, **Cycle Rickshaw saves over 70 million motorised trips everyday in India** (more than 10 million trips in Delhi alone) resulting in huge **REDUCTION IN AIR/ NOISE POLLUTION and GREENHOUSE GASES.**
- Because of its slow/controlled speed and lightweight structure, CR **PREVENTS** thousands of **ROAD INJURIES & FATALITIES** on our streets.
- Saving huge Government investments & PARKING related problems in our cities.

## Cycle Rickshaw in the Indian Transportation context

- According to estimates, **over 7 million Passenger/ Goods Cycle Rickshaws** ply in various Indian cities/ towns (20 States & UTs) with substantial modal share. (**>600,000 operating in Delhi & NCR**).
- Meets mobility requirements of urban dwellers in low & middle income areas and tourist places of numerous cities. Provides **low-cost alternative for carrying short distance passengers (1-5 kms)**; household goods like small furniture, TV, fridge, washing machine, air coolers, AC etc (5 to 15 kms); and construction & business materials.
- **Generates employment and honest means of livelihood to millions of poor and jobless people who are uneducated and/or unskilled.** (still don't figure in any of the MDG or Poverty reduction programmes).
- Ensures **daily bread to over 2% of India's population** without any financial investment or support from the Government.
- A new CR in India **costs Rs. 4,500 to 6,000 (\$100-150)**. And if you want to ply it on rent the charges vary from Rs. 15 to 30 (30-60 cents) per day depending on the vehicle condition and the city you are operating in.

## Socio-economic profile of Cycle Rickshaw drivers in Delhi

- Most cycle rickshaw drivers (also known as 'rickshaw puller' or Chalak) consist of poor migrant people who are unskilled, uneducated, small/landless farmer who come to cities to opt for either plying rickshaw every year during lean agriculture period or as a preferred full-time job over other available options such as daily wage labourer, construction/factory worker etc.
- According to a recent study (2006-07) carried out by ITDP India of around 1100 cycle rickshaw drivers in Delhi, around **54% are landless labourer and over 30% are small/marginal farmers.**
- A Cycle Rickshaw Driver normally works for 6 to 8 hours daily (flexible working time) and earns anything between Rs. 100 and 300 (\$2-6) per day.
- 48% of rickshaw chalaks come from Bihar, 34% from UP, 7% from West Bengal and 11% from rest of India.
- In terms of cast, approx 8% belong to general category, 25% SC/ST and 65% other backward class (OBC). 2% of interviewed people refused to share their cast information.
- Education wise, 49% rickshaw drivers were illiterate, 9% literate, 19% had completed primary education, 13% middle school, and 6% are Matriculate and around 4% have studied up to 12<sup>th</sup> class and above.

**Providing efficient feeder service & bringing thousands of passengers daily to and from Delhi Metro Stations**





## Increasing Global Acceptance

Fast becoming popular among tourists as well as environmentally conscious locals as a pollution-free PediCab or Green Pedal Taxi in western countries.



**The irony : they are being discouraged from roads, confiscated, crushed and banned in cities**

- **In spite of several benefits, Cycle Rickshaw is largely ignored by policy makers and transport planners.**
- While we have witnessed rapid growth in number of private vehicles and failed to solve traffic congestion, alarming level of vehicular pollution and road fatalities on city roads, **municipalities are finding easy scapegoat in cycle rickshaws, bicycles and vulnerable road users to blame them for traffic and transport problems.**
- **Discrimination is growing against cycle rickshaws and city commuters who choose rickshaw as their preferred mode of transport for point-to-point, convenient, low-cost and comfortable journey.**
- In most Indian cities the Cycle rickshaw drivers being uneducated, poor, helpless and ill-informed about their legal rights are **subjected to undue harassment and exploitation** in the hands of municipal & police officials.
- If it enters/parks in any restricted area or is found plying without complete papers/license, they are seized by municipal staff or traffic police.
- It is very sad to see that in Delhi, the Capital of world's largest democracy, **if the drivers fail to pay the heavy penalty their hard-earned and only source of honest income is crushed and auctioned as scrap by MCD.**
- Recently plying of Cycle rickshaw has been **BANNED in CHANDNI CHOWK and ARTERIAL ROADS OF DELHI.** Unfortunately WITHOUT:-- 1) conducting any detailed study/analysis to understand the social, environmental, economic and transportation implications of ban on affected people and the city; 2) giving any opportunity to the rickshaw community to present their side & problems; and 3) providing any alternative for thousand of dependent poor rickshaw drivers who have been displaced and short-distance commuters.
- Following Delhi, several **other Indian cities are also planning to BAN or CURB cycle rickshaws instead of finding solutions** based on the principals of equity, justice and sustainability.



## Cycle rickshaws banned in Old Delhi and all Arterial road of Delhi in May 2006



### Rickshaws banned in Old Delhi

*New Delhi, May 17*

The Delhi High Court today banned plying of rickshaws in the Chandni Chowk area near the historic Red Fort in the capital.

A division bench headed by Acting Chief Justice Vijender Jain directed the Municipal Corporation of Delhi (MCD) to remove all rickshaws to decongest the area.

Meanwhile, the Delhi government today submitted a report in the court that sky bus would be introduced in the area for the convenience of the commuters. UNI

## The irony..

- While we have witnessed rapid growth in number of private vehicles and failed to solve traffic congestion, alarming level of vehicular pollution and road fatalities on city roads, **we are finding easy scapegoat in cycle rickshaws, bicycles and vulnerable road users to blame them for traffic and transport problems.**
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## ITDP India stand

1. Banning Cycle Rickshaw is no solution.
2. Cycle Rickshaw is environmentally, socially and economically a very sustainable mode of transport for commuting and carrying light goods to short distance. Banning them would create bigger environmental and socio-economic problem in Indian cities.
3. Since the Cycle Rickshaw is present in many cities while providing clean/low-cost transportation and work/food for a big chunk of Indian population, we should accept their immense contribution to our transportation needs as well as social & economic structure.
4. The solution lies in **Integrating Cycle Rickshaw along with other NMT modes** such as cyclists, pedestrian etc. into city transport system and including them in all urban transport planning and policies.
5. Why not **create segregated NMT lanes wherever possible** otherwise painted lanes (continuous) or alternate routes for cycle rickshaw and bicycles to co-exist in a democratic, equal & humane country.
6. **Devise effective operational & traffic management plan for cycle rickshaw** so that it can compliment the existing system.
7. **Use them for as inexpensive feeder service** for Buses/ Metro, Local/ Inter-City Rails, Taxis/ Auto Rickshaws. Promote it in the residential areas, around historical sites, wildlife areas and shopping malls etc.
8. **Provide them adequate parking/ halting stands** near bus shelters/ terminals; railway stations and taxi/ auto-rickshaw stands.
9. Conduct specially designed **training programmes/ workshops** and disseminate useful information regularly amongst the rickshaw drivers **on** various relevant topics such as: following **traffic rules, safe driving, behavior with commuters** etc. in association with traffic police, rickshaw community, NGOs and RWAs.
10. **Devise/start welfare schemes, soft loan facility** and innovative programmes for rickshaw drivers to make them owners of their vehicle and to improve health, education and socio-economic status of rickshaw drivers and their family members.
11. **Encourage & support more R&D work to further improve and modernize the design and technology of Cycle Rickshaw** to make it more efficient, lighter, safer, comfortable and aesthetic.



## ITDP India response & actions

We believe there is **no environmental, social or technical justification of the ban**. Also, in India, the poor and uneducated cycle rickshaw drivers are un-organized and don't have their voice against any discrimination, denial of constitutional right or exploitation in the hands of Police or Municipal staff.

ITDP India **started a campaign in July 2006 to save cycle rickshaws from being banned** in the city, communicate correct information **and change the perception about CRs**. Under the 'SAVE CYCLE RICKSHAW CAMPAIGN', we have been sensitizing Government, policy makers, media and various stakeholders media about the likely environmental, social impact of ban.

**Carried out a detailed SURVEY of (1136 from all Delhi) cycle rickshaw drivers** and operators to understand and educate stakeholders and decision makers, the actual condition, functioning and **socio-economic status of Rickshaw community**.

Meetings with/representations to Union ministry of Urban Development in India to press for **INCLUSION OF CYCLE RICKSHAW IN NEWS MASTER PLAN OF DELHI 2021**.

**Organised a Signature campaign** of cycle rickshaw drivers/operators/passengers. Submitted signature of over 7000 people to the Minister for Urban Development, Chief Minister Delhi, Delhi Mayor.

Started a **forum of cycle rickshaw drivers** to organise them under a platform make them aware about their rights and gather support. More than 1000 drivers, operators and Rickshaw Unions have become part of this forum so far.



Thursday, October 19, 2006  
Hindustan Times, New Delhi

### NGO seeks review of ban on rickshaws

Aruna P. Sharma  
New Delhi, October 18

AN NGO that redesigned the humble cycle rickshaw to make it lighter and rider-friendly, has filed an intervention application in the Delhi High Court, seeking a review of the ban on cycle rickshaws from all arterial roads and Chandni Chowk. The NGO, Initiative for Transportation and Development Programmes (ITDP), has sought that the court recall its September 6 order banning plying of cycle rickshaws on arterial roads and also the ban on rickshaws in Chandni Chowk. The case was adjourned till November 28 on Wednesday. The NGO that has been working for the uplift of cycle rickshaw community says that 40 lakh residents of Delhi use cycle rickshaws for short distance travel and transportation of goods. They make 10 million short distance trips per day and banning them would mean that these trips will be undertaken by motor vehicles. This will only add to growing pollution levels in the city, it said. An estimated 6 lakh cycle rickshaws ply on the Delhi roads and as many families are likely to be rendered unemployed by ban on them. [paruna@hindustantimes.com](http://paruna@hindustantimes.com)

✓ **Challenged the cycle rickshaw ban order in High Court of Delhi-October 2006 with two plea but one of our pleas requesting court to reverse ban was dismissed.**

✓ **Contacted and urged several Members of Indian Parliament to raise the issue and/or support our cause. ITDP India efforts led to a senior Member of Parliament, Mr. Devendra Yadav (former Indian Minister for Commerce, Food & Civil Supplies, agreed to raise this issues in Parliament. A DISCUSSION UNDER RULE 193 ON THIS APPROVED BY THE SPEAKER OF LOKSABHA (HOUSE OF COMMONS) AND AROUND 40 MEMBERS OF PARLIAMENT CUTTING ACROSS PARTY LINE PARTICIPATED IN THE DISCUSSION AND SUPPORTED THE MATTER on plight of Cycle Rickshaw drivers and unorganised labour in Indian cities (December 2006).**

✓ **As a result of the discussion the labor ministry of union government has prepared a bill on “Social Security for Unorganized Sector” the bill is ready to final approval of the parliament.**

✓ **Networked with media, social activists and organisation to sensitize on the cycle rickshaw drivers’ status and motivate them to write/ support on the positive aspects of cycle rickshaws.**

✓ **Raised voice to change the veterinary officer (in-charge of Rickshaw issuing driving license to the cycle rickshaw drivers), now the department is headed by deputy commissioner of MCD-2007**



Stakeholders’ workshop on the likely impact of cycle-rickshaw ban in Delhi (Aug 2006)



First mass Protest Rally under the ‘Save Cycle Rickshaw Campaign’ at Town Hall, head office of Municipal Corporation of Delhi (Sep 2006)



Public demonstration to protest the ban on cycle rickshaw in Noida (Jan 2007)



Peaceful demonstration at RajGhat, the Memorial of Mahatma Gandhi (Oct 2006)





**Public demonstration** in front of Parliament (Dec'06). More than 12,000 rickshaw drivers and community people took part, Six Members of Parliament came to address the Rally

## Lok Sabha discusses plight of rickshaw-pullers

Aarti Dhar

**NEW DELHI:** The Lok Sabha on Thursday heard the voices of millions of rickshaw-pullers, daily-wagers and all those in the unorganised sector when the members raised the issues related to them in the House and sought to address these through a comprehensive legislation, the draft of which is pending with the Centre since 2004.

Initiating a discussion on the problems being faced by the unorganised labour in the country, Devendra Prasad Yadav of the Rashtriya Janata Dal (RJD) said the situation was particularly bad for the rickshaw-pullers of the National Capital Region (NCR) where the Government deprived them of basic facilities

and the laws violated their basic rights.

Mr. Yadav said, "These people come to the NCR in search of a livelihood and a better life—a right granted to every Indian under the Constitution—but were banned by the Municipal Corporation of Delhi (MCD) and the New Delhi Municipal Committee (NDMC) from plying on the roads for 'hampering the flow of traffic.' There are provisions for allowing animal-pulled carts on the main roads but not cycle-rickshaws which are pulled by human beings," he pointed out.

Quoting from the Arjun Sengupta report on the unorganised sector, Mr. Yadav said there were 57 crore people employed in the unorganised sector who were not

covered under labour laws and the committee has recommended social security for them. He said the draft of the Bill in this regard has been pending since 2004 but neither the National Democratic Alliance nor the United Progressive Alliance has made any efforts towards its implementation.

According to Mr. Yadav, there were four lakh rickshaw-pullers and 6-lakh handcart-pullers in the NCR while the number crosses the one crore mark nationwide. "On the one side, the Government has launched the National Rural Employment Guarantee Scheme to provide employment to the people, on the other it is depriving the self-employed rickshaw-pullers of their jobs," he said.

### METRO

Hindustan Times, New Delhi, Tuesday, September 23, 2008

# Rickshaw crackdown not easy

Following High Court's order, MCD is now roping in ex-servicemen to stop plying of cycle rickshaws in Old City

Nehal Pandey  
New Delhi, September 22

The High Court's decision to ban the cycle rickshaws on the busy Chandni Chowk and surrounding areas has become a difficult task for the Municipal Corporation of Delhi (MCD) to meet. At a time when developed countries have been promoting the use of green transport such as cycle rickshaws, Delhi on the other hand has been limiting their use in the city.

Chandin to even them in the cycle body has been coming up with various strategies, the latest to join the league is the deployment of ex-servicemen to prevent rickshaws from entering the banned areas.

Not only this, the 40 odd ex-servicemen who would be positioned at various points in the walled city would confiscate all rickshaws plying on Chandni Chowk and would dismantle them.

**Lack of enforcement in Chandni Chowk area by the Delhi traffic police has resulted in rickshaws coming back on the streets even though they had been banned internally.**

These ex-servicemen would keep a constant vigil from 8 am to 1 pm on rickshaws entering the banned area. Earlier the licensed rickshaws were not dismantled if they were found entering the banned area, though they were given a verbal warning.

"We had a meeting recently wherein it was decided that to meet the area we will take stern action such as confiscating the rickshaws and dismantle them," said MCD Commissioner S.S. Mishra.

In a bid to ease the traffic mess in the area, cycle rickshaws, hand carts and animal driven vehicles were banned on Chandni Chowk road, E. Ghosla Road, from Lala Road to Chandni Chowk, Church Mission Road, Town Hall Road and IC-Sea Mary by the High Court.

After the ban, a CNC-rick bus service was started on June 9, 2007 to help commuters on these roads.

But visitors in the area complain that these buses are jam-packed and they prefer using the rickshaws for their personal comfort.



A traffic cop deflates the tyre of a cycle rickshaw. Rickshaws have been banned in the Chandni Chowk area of Delhi.

### INTERNATIONALLY POPULAR

Cycle rickshaws are used in most large European cities such as London, Barcelona, Budapest, Berlin, Edinburgh, Frankfurt, Hamburg, Amsterdam, Copenhagen, Milan and Rome. London has one of the largest numbers of rickshaws, that are mostly based in Soho, Covent Garden and near tourist attractions. In North America, San Diego and New York City each host hundreds of Pedicabs, dozens of other North American cities also have Pedicab services. The first known commercial use of Pedicabs in North America occurred in 1902 at the Seattle World's Fair. There are several American and European manufacturers of cycle rickshaws, which often incorporate features rarely found in developing world vehicles, such as hydraulic disc brakes, and lightweight, three-glass bodies, multi-speed gears.

### IN NUMBERS

The High Court had banned the plying of cycle rickshaws on certain roads on May 17, 2007.

In pursuance of the HC order, the MCD had promised in July 2006 to go ahead with Scientific Management of rickshaws using 'Gentle rickshaws' or a 'new formulation of new cycle rickshaw policy. But even the pilot project has failed to see the light of the day.

How many rickshaws are there? Ceiling of license fixed by the MCD is 90,000 but there are approximately 4-6 lakh rickshaws on Delhi roads.

EVEN WHEN the authorities are busy planning an exit plan for the cycle rickshaws from some of the congested roads in Delhi, supporters of this eco-friendly, non-motorised mode of transport said, Are the south Delhi areas where these rickshaws do not ply free of congestion?

Take for instance, Ashokam Chowk where no rickshaws ply. "This it helps in anyway?" There is congestion is not caused due to cycle rickshaws, but due to various other reasons. So what is the

## 'Rickshaws are most non-polluting'

Supporters say this mode of transport means less number of motorised vehicles and, therefore, less pollution

Nivedita Khosla  
New Delhi, September 22

Even when the authorities are busy planning an exit plan for the cycle rickshaws from some of the congested roads in Delhi, supporters of this eco-friendly, non-motorised mode of transport said, Are the south Delhi areas where these rickshaws do not ply free of congestion?

Take for instance, Ashokam Chowk where no rickshaws ply. "This it helps in anyway?" There is congestion is not caused due to cycle rickshaws, but due to various other reasons. So what is the

point in banning them on certain roads, asks Nalin Sinha from the Institute of Transportation and Development Policy (ITDP).

In its Air Pollution Bulletin (October 2006), the Centre for Science and Environment had said it is estimated that cycle rickshaws save more than one crore motorised trips daily across the capital. About the ban, it criticised the officials as not having cared to assess pollution and public health impact of replacing such large number of non-motorised trips with motorised ones.

Add to it, the cost factor. "30,000 green, time, charge by rick-

shaws would always be less than that of an auto rickshaw will charge. For example, I always prefer to take the rickshaw from Nai Sadak to Old Delhi railway station. Moreover, no CNG bus goes this way," asserts Nagma Bano, a resident of Chandni Chowk area.

Diagnoses a senior traffic official, "Private cost may be less, but social cost is more. A cycle rickshaw on any road slows down speed of motorised vehicles, which increases pollution on any road."

Claiming that the Master Plan for Delhi 2021 and even the National Urban Transport Policy place much emphasis on non-motorised transport, the ITDP

has taken up conflicts with the High Court and the MCD on behalf of the rickshaw pullers.

Moreover, the MCD did not even consult the stakeholders and went ahead with the plan without any groundwork," Sinha points out and adds, "It is only the MCD, which is responsible for the ban. By not working out the pilot project, it has been procrastinating since July 2006. MCD is liable for congestion of the road."

Sinha also claimed that the MCD does not even have any training facility for the rickshaws and goes ahead with licensing licensees just like that.

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**ACTIVITIES UNDERTAKEN FROM MAY 2006 TILL DATE:**

- Media educations & awareness on cr
- Survey
- Signature campaign
- Networking with NGOs and social groups to gather support
- Workshops
- Street and large Meetings with rickshaw community (drivers , operators etc.)
- United rickshaw community under one campaign SCRC
- Large Public demonstrations
- Meetings with key decision-makers, political people and MPs, councilors etc.
- Research and data collection
- Drafting & distributing info, leaflets etc.
- Meeting traffic police & municipal officials and submitted memorandum of demands
- Prepared and pushed for the matter to be raised in Indian parliament
- ????



**IMPACT:**

The cycle rickshaw community has **came to one common platform** for demanding their rights

The **veterinary doctor has been removed** from the cycle rickshaw department and now one of the Deputy Commissioner level office is heading the department and issues licence to rickshaw drivers.

The supreme court of India has **issued notices to the concern department** asking why cycle rickshaw banned to ply in Delhi

The cycle rickshaw drivers got the **identity card** of the forum

The cycle rickshaw drivers are have now started **following the traffic rules and road safety** at most of the areas where we had organised workshops

**PRESENT STATUS:**

We are waiting for the reply from the government departments on the notice issued by the supreme court of India.

We are filing a application in supreme court of India to challenge the fine of Rs. 500 on unlicensed cycle rickshaws and procedure crushing cycle rickshaws.

We are in touch with cycle rickshaw community of Delhi and NCR area and trying to organise them and providing training on traffic rules and road safety. Planning to start regular workshop on traffic norms and road safety issues with cycle rickshaw drivers in association with traffic police of Delhi and Noida.

We have finished date entry and preliminary analysis of socio economic study of cycle rickshaw drivers. Waiting for funds to professional analysis of the study and release to the media.

We have regular meetings with government authorities and media to create pressure removing ban on the cycle rickshaws

Met Deputy Commissioner along with cycle rickshaw drivers to complain about the process of seizing cycle rickshaws without giving any receipt (seizer memo)



Started training programme for cycle rickshaw drivers to educate and sensitize them about traffic rules and road safety in Delhi and Noida (NCR Town of Delhi)- February-May 2008.



The programme was to teach them about traffic rules.

## Traffic awareness programme for rickshaw pullers

**Rajkumar Tanka** and Cambridge School Principal A.R. Nakabi addressed the gathering.

A booklet on the dos and don'ts of traffic rules and road signages was also released on the occasion.

Rickshaw drivers appreciated the efforts of Traffic Police and ITDP in organising such a useful and educative programme and promised to follow the rules more carefully in future.

"Most cities are struggling with the problem of growing air pollution and road accidents due to rapid increase in motorised private vehicles. Cycle rickshaw is an eco-friendly and energy-efficient vehicle that provides comfortable and safe mode of transport."

ITDP's programme director Nalin Sinha, its co-ordinator Rajendra Verma,



Noida Traffic Police and an NGO, ITDP joined hands to educate rickshaw pullers about traffic rules and road safety.

## Cycle rickshaws given a dose of traffic sense

The Noida Traffic Police and a Delhi-based NGO, Institute for Transportation and Development Program (ITDP) joined hands to educate rickshaw pullers about traffic rules and road safety.

The drive was aimed at spreading awareness about traffic rules, signages and to instil better driving sense among the cycle-rickshaw pullers.

Organised at the Cambridge School in Sector 27, more than 200 cycle-rickshaw drivers, 200 rickshaws and 2000 motorists participated in the drive. The participation of the law abiding, Army soldiers, traffic inspectors, ITDP programme manager Nalin Sinha and its co-ordinator Rajendra Verma and the Cambridge school principal, A.R. Nakabi addressed the gathering. A booklet on dos and don'ts of Traffic Rules and road signages was also released on the occasion.

Rickshaw drivers expressed their thank of the traffic police and ITDP for organising such a useful programme and promised that they would try to follow the rules, which they had learned during the drive. "Most cities are struggling with the problem of growing air pollution and road accidents due to rapid increase in motorised private vehicles. Cycle rickshaw is an eco-friendly and energy-efficient vehicle that provides comfortable and safe mode of transport."

ITDP's programme director Nalin Sinha, its co-ordinator Rajendra Verma,

Thank You